



Impacts of Control Moment Gyroscope (CMG) Gear Slack on Spacecraft Pointing Performance



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Outline



- Resilient Bus Experimental Laboratory (REBEL)
- REBEL CMGs
- Model Scenario
- Results
- Analysis
- Conclusions



REBEL spacecraft simulator testbed



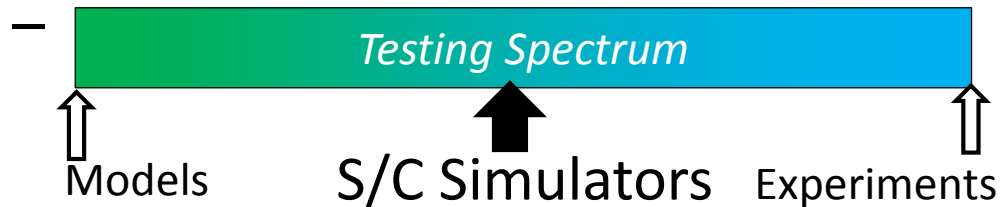
REBEL



- Models sometimes impractical

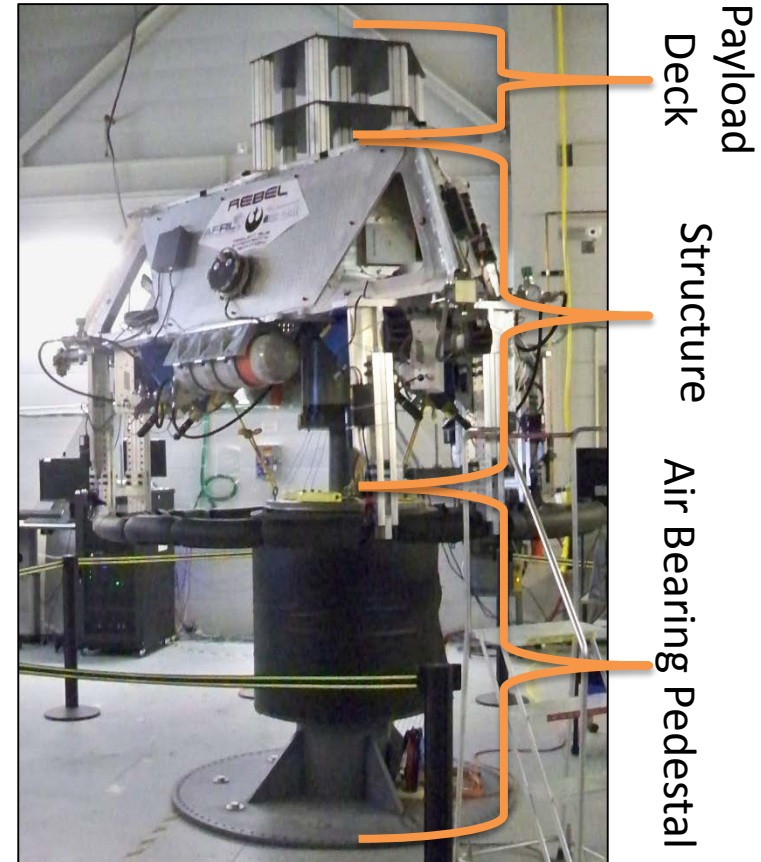
- Difficulty
- Eg: fluid sloshing, structural flexing

- Spacecraft (S/C) simulators



- REBEL

- Rotational spherical air bearing
- Attitude control: CMGs, RWs, air thrusters
- Attitude determination: IMU, gyros, PhaseSpace motion capture



REBEL spacecraft simulator testbed



CMG Open Loop Video



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Open-Loop Demo
1 CMG Running
Rotor Speed: 2000 rpm
Gimbal Rate: 1 rad/s



REBEL CMGs



- Built by AFIT
- Design objectives:
 - Lab-rated
 - Inexpensive
 - Modular (easily repairable)
- Gimbal motor
 - About 5° gear slack

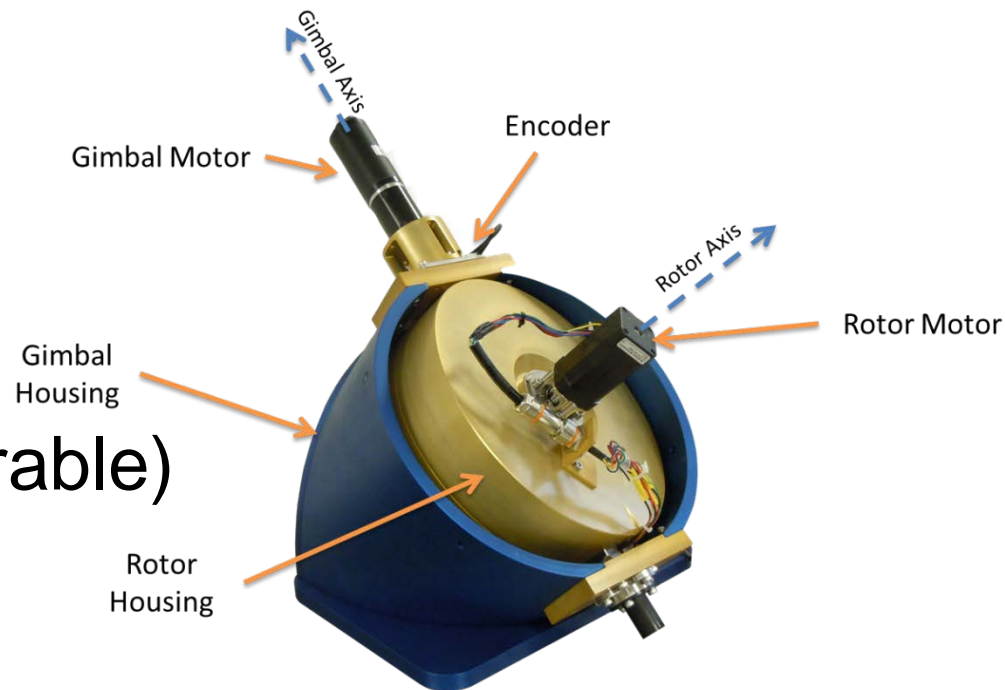


Figure 2: REBEL CMG with components labeled [2]

Objective: To better understand the impacts of CMG gimbal gear slack on overall spacecraft attitude control performance



Model Scenario



- S/C executes pointing maneuvers
 - Multiple-collect pass (i.e. Earth imaging)
 - Point-hold-repeat
- Target deck
 - 40 targets
 - All points lie on circle
- Simulation length: 640 sec
- 4-CMG pyramid array
- Same gear slack for all gimbals
 - Simulated 0° (control case), 5° (nominal), 10° (extreme)

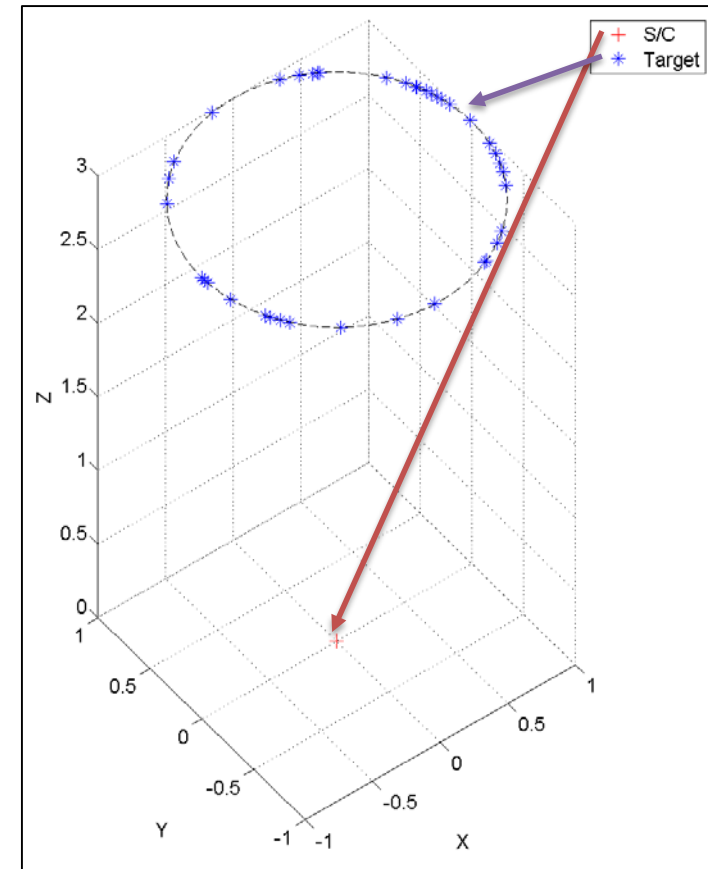


Figure 4: Pseudo-random target deck (40 targets)



Results (1/2)

- Gear slack behaves as expected
 - Gimbal (δ) lags motor (m)
 - Position hold on direction change

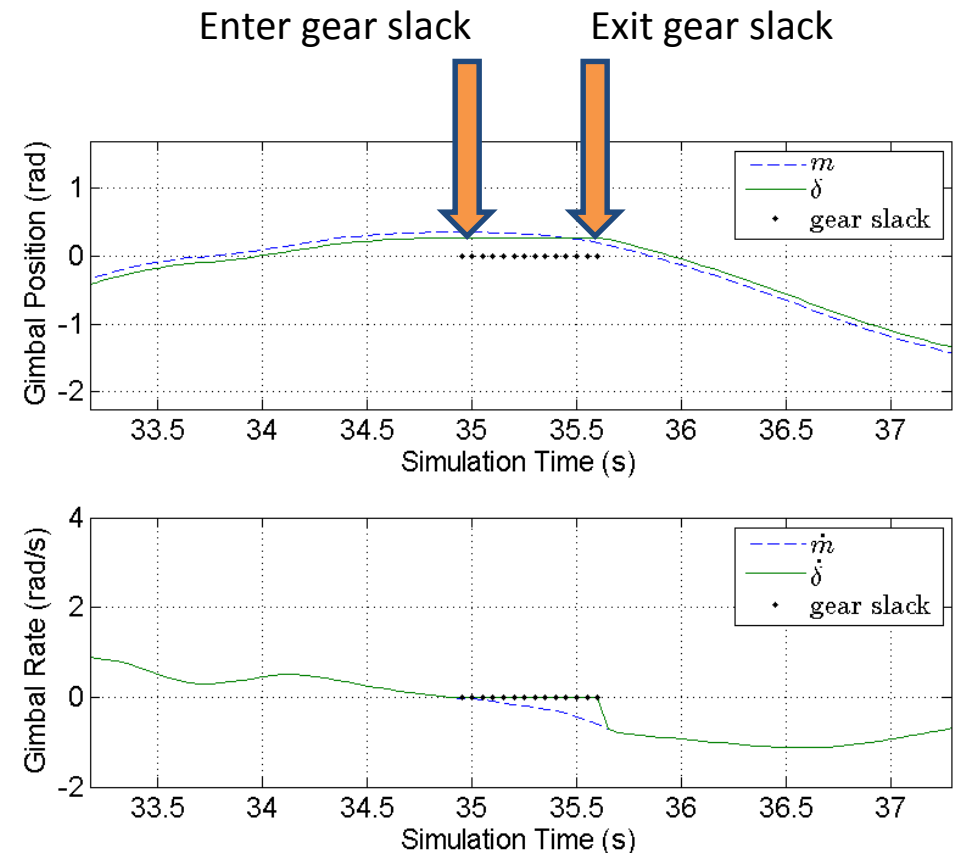
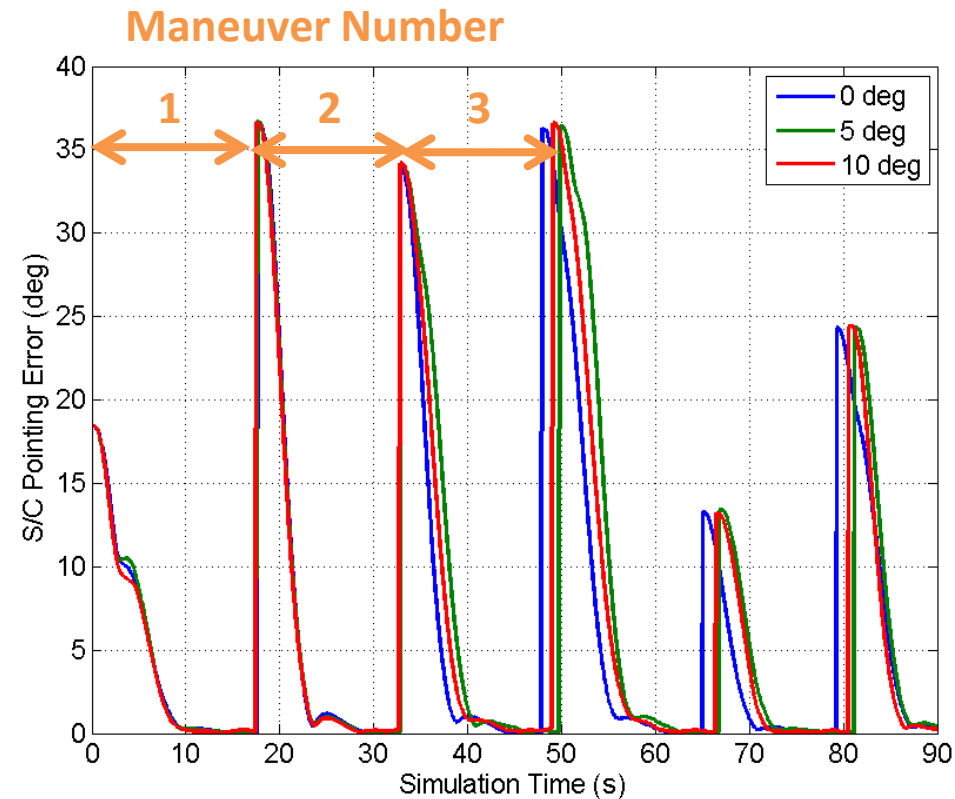


Figure 8: Zoomed-in gimbal data (10° gear slack)



Results (2/2)

- Gear slack affects maneuver duration
- Gear slack generally causes delay
 - Using 0° as control case





Analysis (1/2)

- Maneuver duration vs. maneuver size
 - Maneuver size: pointing error at time of target switch
- More variation with larger maneuvers ($>20^\circ$)
 - For absolute and relative maneuver duration
- Gear slack does not affect small maneuvers

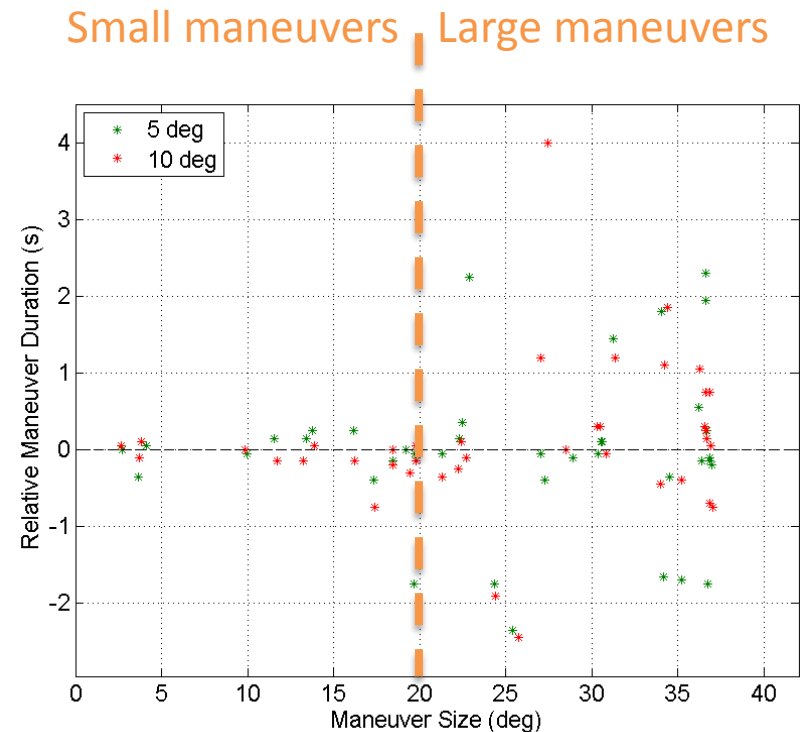


Figure 11: Maneuver duration relative to the control case (no gear slack)



Analysis (2/2)

- Stratify data into large and small maneuvers
- Gear slack:
 - Increases variance
 - *Slightly* decreases small maneuver duration
 - *Slightly* increases large maneuver duration
- No significant statistical differences

Table 4: Statistical results for relative maneuver duration from Figure 11

Gear Slack	Duration RMS (s) (Maneuver<20°)	Duration RMS (s) (Maneuver>20°)
5°	0.50	1.20
10°	0.24	1.20
	Duration STD (s) (Maneuver<20°)	Duration STD (s) (Maneuver>20°)
5°	0.50	1.23
10°	0.22	1.20
	Duration Mean (s) (Maneuver<20°)	Duration Mean (s) (Maneuver>20°)
5°	-0.14	0.02
10°	-0.12	0.23



Conclusions

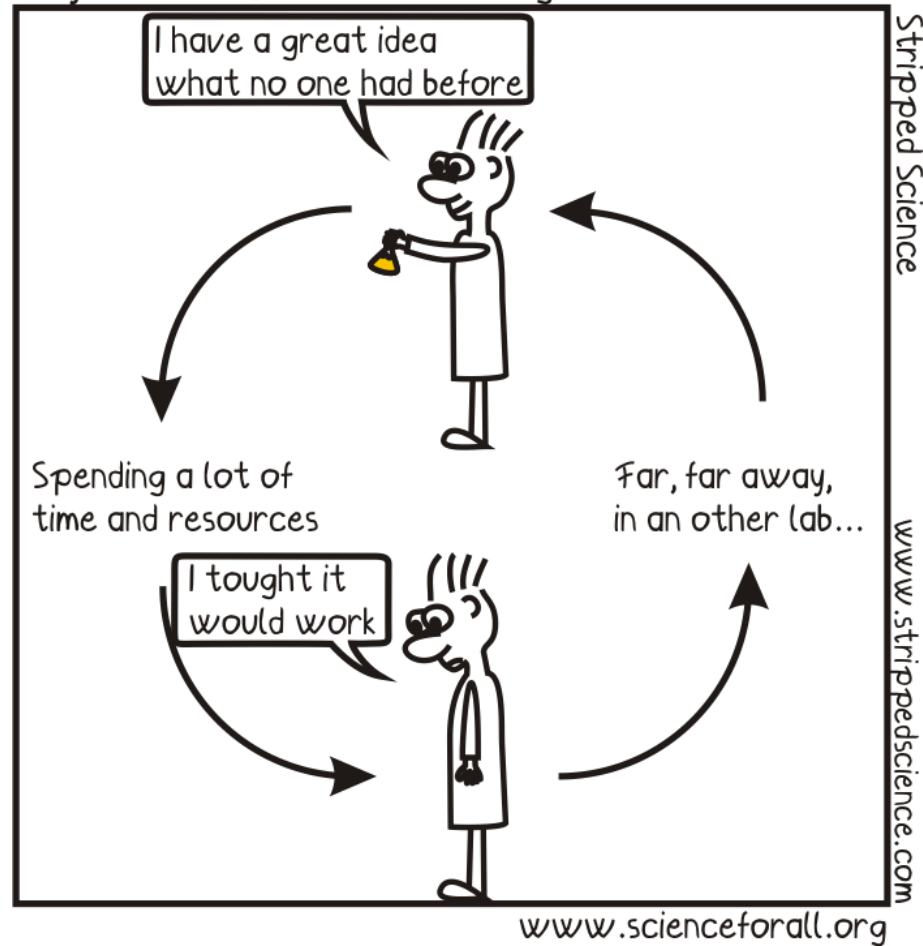
- Small and large maneuvers impacted differently
- Different amounts of gear slack do not affect maneuver duration
 - No big differences in 5° and 10° test cases
- No significant affects due to gear slack





Questions?

Why we need journals with negative result



<http://blog.f1000research.com/2013/05/24/scientific-quality-in-negative-results-comments-please/>



References



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- [2] D. R. Penn, "Thesis: Characterization and Modeling of a Control Moment Gyroscope," Air Force Institute of Technology, Wright-Patterson Air Force Base, 2015.
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Supplemental Slides



Model Structure

- 2 Loops
 - S/C control: 40 Hz
 - Based on hardware
 - Dynamics: 200 Hz
 - RK4 integrator
 - Fixed time step
- Vehicle pointing: PI
- CMG control (acceleration): P
- Gimbal and motor states tracked separately

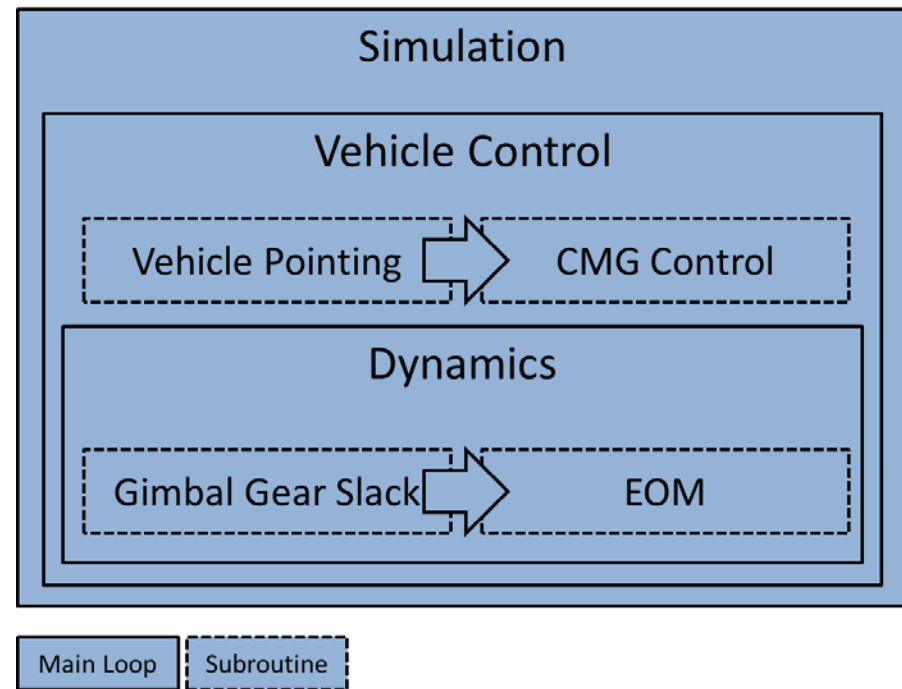


Figure 5: Graphic representation of REBEL model



CMG Jacobian

- 4-CMG pyramid array
 - Jacobian in Eq. 1

$$A = h_0 \begin{bmatrix} s\beta_1 s\delta_1 & -s\beta_2 c\delta_2 & s\delta_3 & -s\delta_4 \\ -s\delta_1 & s\delta_2 & s\beta_3 c\delta_3 & -s\beta_4 c\delta_4 \\ c\beta_1 c\delta_1 & c\beta_2 c\delta_2 & c\beta_3 c\delta_3 & c\beta_4 c\delta_4 \end{bmatrix} \text{ Eq. 1}$$



CMG Array



- 4-CMG pyramid array
- Gimbal inclinations $\beta=45^\circ$
- Rotor momentum $h_0=26.6$ N-m-s
- Same gear slack for all gimbals
 - Simulated 0° (control case), 5° (nominal), 10° (extreme)



Future Work

- Compare results to experimental tests
- Run Monte-Carlo using larger target decks
 - Will refine statistical evidence
- Incorporate rate-tracking maneuvers
- Use control-centric metrics for analysis
 - Settling time, rise time, percent overshoot
- Correlate gimbal angle arrangements with maneuver durations